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APPROVAL OF UNDP ASSISTANCE TO A PROJECT OF
UNITED REPUBLIC OF TANZANIA

IPF:(1987-91) $57 512 000

(URT/90/004) - Labour-based Contractor Training for Rural Road Maintenance and Rehabilitation

Date of approval by the AC:[1]	25 March 1992
Expected duration:	Three years
Proposed executing agency:	ILO
Government implementing agency:	National Construction Council (NCC)
Proposed UNDP contribution:	$1 174 200 Source of funds: IPF
Total UNDP contribution:	$1 174 200

Project background

Tanzania's road infrastructure, which is crucial to the linkage of the rural communities to the urban communities and vital to the shipment of cash crops from the rural areas has markedly deteriorated over the last decade and a half. The condition of the roads, two-thirds of which are impassable or unmaintainable, imposes significant penalties on agricultural activity through its effect on vehicle operating costs, delays to essential inputs like fertilizers, and losses in the evacuation of crops. The impact on the economy of higher vehicle operating costs alone is estimated at up to (US)$150 million, equivalent to about a third of the country's export earnings (World Bank IRP Staff Appraisal Report, May 1990). As a result, the Government has identified the rehabilitation and subsequent maintenance of Tanzanian roads as an urgent priority, and has formulated an Integrated Road Project (IRP) to address the problem. It has accordingly attracted substantial donor funding which is co-ordinated on the government side by the Ministry of Works (MOW) and on the donor side by the World Bank. For non-trunk roads, priority has been given to the Core Rural Roads Rehabilitation Programme (CRRRP) which identifies 3,000 km. of agriculturally important roads in eleven productive regions for rehabilitation over the next five years. In addition routine maintenance procedures are to be established on approximately 10,000 km. of regional roads.

In this context, both equipment-based and labour-based methods for rural road rehabilitation and maintenance will be used, with a strong emphasis on the use of local contractors. However, there is currently a limited capacity amongst domestic contractors for this type of work both in terms of equipment and experience. It has therefore been decided by the Government, and agreed by donors, to encourage the use of labour-based technology to assist in alleviating this situation. Specific areas have been identified within the CRRRP which have both suitable roads, available labour and an existing

[1] This Fact Sheet reflects the status of the project/revision at the time it was approved by the Action Committee; modifications to the project/revision may have occurred subsequently.

institutional capacity amongst contractors for developing and implementing labour-based road rehabilitation and maintenance by contract. Kilimanjaro has been identified by the ILO Study (September 1989) as the most suitable region in which to introduce the technology, with a view to replication subsequently in other regions, possibly Mwanza and Shinyanga for rehabilitation work and most other regions for maintenance. The training of labour-based contractors is expected to make a significant contribution to the rural road component of the IRP. It is the short spur feeder roads which are particularly appropriate for this approach, where it is uneconomic to mobilize for equipment-based operations.

Description of project

The development objective of the project is to restore and maintain the condition of essential rural road network to an all-weather standard to afford year-round transportation of agricultural commodities and inputs, thus removing a major restraint to increased agricultural cash crop production, distribution and marketing.

The immediate objectives of the project are to: (a) establish a labour-base contracting capacity in two regions to undertake rural road rehabilitation and maintenance for the GOT Integrated Road Project (IRP); and (b) build the capacity within the National Construction Council for Training of Labour-based Contractors in Rural Road Rehabilitation and Maintenance and within the Ministry of Works and local consultants the capacity for administration and supervision of contracts.

The contractors already identified as being available for training have little or no previous experience of roadwork and the training programme will be designed to give a comprehensive theoretical and practical introduction to the essentials of road engineering and construction practice using a labour-based technology. Arrangements are taken for the contractors to be trained through successive phases, up to the final phase of the award of the rehabilitation and maintenance contracts to the selected contractors. A small training centre will be established in Moshi, which will be the base for the operations. A 5 km - 10 km. road site will be chosen within a convenient distance of the centre where a full-scale rehabilitation will be organised to demonstrate to the trainees all aspects of low-cost road construction. The work will be managed by the project team with the trainees from the contracting firms acting as the supervisors. The second part of the training programme will be held on a previously rehabilitated section road to demonstrate and teach the various maintenance techniques required for routine and recurrent activities. There will be the need to show the modifications required to machine rehabilitated roads to render them suitable for labour-based maintenance. Contractors will be subsequently assigned trial sections of road each in order to demonstrate their competence, after which a selection will be made of those to be involved in rehabilitation and/or maintenance work.

Inputs

UNDP will provide a chief technical adviser (road engineer for 36 man-months), a road engineer/training adviser for 36 man-months, an international consultant (one-man-month), national professional project personnel (a contract manager for 35 man-months), a site training manager (34 man-months), a quantity surveyor (32 man-months), a mechanic trainer (32 man-months), missions and travel costs; training including four fellowships, group and in-service training; equipment; maintenance and reporting costs.

Financial data

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Personnel	908700
Subcontract	61000
Training	119000
Equipment	85500
Total	1174200